

DESCRIPTION OF VARIOUS MAKES ON DISPLAY AT PHILADELPHIA'S BIG AUTOMOBILE SHOW

CHANGES THIS YEAR NOT REVOLUTIONARY

Development Confined to Simplification and Standardization of Construction

NECESSARY TO PUBLIC NEEDS

By WALTER G. ANTHONY

General Manager Packard Motorcar Company, of Philadelphia

LONG about this season of the year when the annual motor show lends emphasis to motorcar discussion, there springs up the old but ever-recurring query, "What changes, if any, will future bring forth in design construction?" Revolutionary air-cooled motors, turbines, alloy steels, fuels, body lines, and innumerable items of varying importance all hands at this time to crack the code of engineering opinion over the motor-owning public.

Naturally enough, the public expects the procedure sufficiently to become part of the discussion whenever the opportunity exists. Presently, in the make-up of every motor, there is just enough curiosity to make the motorcar owner wonder what the changes of the future will be. Glancing over the starting changes that have been made in the last ten years, he wonders whether or not it will be possible for the coming decade to show similar progress.

My personal opinion is that it will be an of the belief that most of the development work in the automobile during the coming decade will be largely to a simplification and standardization of construction, with a view toward securing greater endurance and freedom from repairs and adjustments.

The motorcar each year is becoming more a matter of utility—a better and more generally recognized service to the public needs, and by reason of its ability to do its work with minimum of expense is continually coming more and more important.

There was a time when every owner expected a certain amount of difficulty in operating his car. He despised this difficulty when he made purchase and he displayed no surprise when it materialized at a later time.

Today the average motorcar owner objects strenuously if he is asked to fiddle with his car, and is the subject of much discussion if for any reason his car is not at his call whenever he needs it. This change in the public's point of view and his unwillingness to tolerate anything but thoroughly justifiable adjustments will probably be the greatest single influence upon motorcar design of the coming years.

Undoubtedly the most hazardous undertaking in propelling the trend of motorcar design is that which involves the motor proper. If the subject had been up for discussion last summer, the shortage in gasoline was as great as the necessity for stringent economy would probably have strongly influenced the discussion. Now that the motor has passed again (and the word "gain" is used advisedly), the cry for revolutionary fuel economy has subsided. Whether or not the present use of internal combustion engine will actually be rendered obsolete by a variety of fuel is a question that no one can answer with any material assurance at this time.

IMPROVED MECHANICAL FEATURES IN CHALMERS

Engine is Six Cylinder, of Improved L-Head Type

The Chalmers comes in two chassis sizes—117-inch wheelbase for the roadster, five-passenger touring coupe and sedan and 122-inch wheelbase for seven-passenger touring and all chauffeur-driven closed cars.

The engine is six-cylinder of the most improved L-head type, with full enclosed valves and detachable cylinder heads, the engine bore being 3 1/4 inch, with 4 1/2-inch stroke.

The "Hot Spot" and "Ram's Horn" continue to be featured features of Chalmers construction. "Hot Spot" is an ingenious little device at the mouth of the intake manifold intended to break up the gasoline to make it burn more quickly. "Ram's Horn" is a device to provide an even supply of fuel to each cylinder. Combined they are claimed to greatly increase engine efficiency.

The other mechanical features have been approved by long practice. The cars are neither extreme nor ultra-conservative, being rather designed for comfort and all-around utility.

WILLS ST. CLAIR CAR IS UNIQUE IN MANY WAYS

Overhead Valves Used in Eight-Cylinder Motors

The Wills Sainte Claire, featured as the "Mo-lyb-den-um" car, because of the character of the steel used in its construction, is made in one chassis size, of 121-inch wheelbase, with eight-cylinder V-type motor, using overhead valves and camshafts.

The stroke is four inches and the bore three and a quarter inches. The brake test horsepower is sixty-five. The car is unique in many respects in design, material and workmanship.

The power plant is supported in the frame by four arms, cast integral with the upper half of the crank case; the rear arms being bolted rigidly to the frame, while the front arms are supported between leaf and coil springs, providing flexibility and even distribution of weight. Duplex carburetor is used. The body types include five-passenger touring, four-passenger roadster (with two-passenger extra folding seat in the rear), a luxurious seven-passenger sedan equipped to the last detail inside for convenience and a four-passenger coupe, an extra front seat folding under the cowl.

CUSHING RESIGNS FROM HUDSON MOTORCAR CO.

To Enter Advertising Field in Buffalo February 1

George W. Cushing, advertising manager of the Hudson Motor Car Company and Essex Motors, has resigned to enter the advertising agency field with the firm of Barton, Durstine & Osborn, Inc. He will join the Buffalo office about February 1.

Mr. Cushing has been active in newspaper and advertising work in Detroit for more than twelve years. For the last five years he has been with Hudson. Prior to that he was advertising manager of the Federal Motor Truck Company, editor of the Detroit, at the Detroit Board of Commerce, and for three years with the editorial department of the Detroit News. He has been active in all advertising movements and since 1919 a member of the Board of Directors of the Audit Bureau of Circulations.

MODIFICATIONS ON KING

Only One Chassis Design, Having 120-inch Wheelbase, Made

The King car appears with some modifications in lines showing a straighter and smoother tendency, without losing those conservative elements that have characterized this car for several years. There are also minor mechanical changes, more in the way of refinements than great changes.

Only one chassis design is made, having 120-inch wheelbase and using the King designed and built eight-cylinder motor V-type, the motor and transmission being built in unit.

The motor develops sixty horsepower. Some mechanical features are King-Awaker improved traction, Ball & Ball carburetor, designed especially for the King, and King-Westinghouse starting and lighting.

BIDDLE CARS ATTRACT

Built to Idea of Ultra-Quality in Moderate Size

Biddle cars are built to the idea of ultra quality in moderate size. They are of unusually attractive design, low hung, snappy in style and furnished in a variety of colors, with rich, elegant upholstery.

The wheelbase is 121-inch and they are sturdy and well designed, equipped with a powerful Buda motor, 4 1/2-inch bore and 5 1/2-inch stroke, claimed to give unusual gasoline and tire mileage. It comes in a two and five passenger open type and coupe, the bodies being of exclusive design.

PACKARD TWIN SIX REMAINS THE SAME

Exceptional Tire and Fuel Economy Claimed for Single Six Model

SEVEN BODY DESIGNS

THE Packard is represented by two types of cars—the well-known twin six, the twelve-cylinder model introduced in 1915 and the single six, brought out in the fall of 1920.

In the former there is no change since last year, the manufacturers feeling that they have perfected the lines and mechanism of the car and are averse to radical changes.

There are seven standard body designs on the twelve, the seven-passenger touring, five-passenger phaeton, two-passenger runabout, five-passenger coupe and duplex coupe, seven-passenger sedan and duplex sedan, and the limousine.

In mechanical design the twin six is unique, its multiple-cylinder construction with overlapping power impulses providing utmost balance, smoothness and flexibility.

The new single six represents the culmination of an idea of Packard engineers for a small, light, medium-priced car of high quality construction. It is claimed to be giving exceptional tire and fuel economy.

ENGINE DISTINGUISHING FEATURE ON LEXINGTON

Seven Body Types Shown on Various Chassis

The Lexington is made in several chassis sizes. All use the new Ansted engine, six cylinders, with 3 1/4-inch bore and 4 1/2-inch stroke, developing seventy horsepower. The engine is the big distinguishing feature of this car.

It is of the overhead-valve type with automatically controlled bearing cooling and lubricating system, large crankshaft, Moore multiple exhaust system and Lexi-gasifiers.

The Moore multiple exhaust uses separate exhaust lines from each group of three cylinders so no two cylinders are exhausting into the same manifold at the same time. Only two gears are used on the motor, making for quiet operation.

The body types on the various chassis include: Princess, model S, five-passenger sedan; Gentle Sedan, five-passenger; Compartment Sedanette, four-passenger model T; Salon, model T, seven-passenger sedan; model T Suburban Sedan, seven-passenger; Model T Roadster and the Lark, a new body brought out last summer on the 122-inch wheelbase chassis.

DORRIS CAR FURNISHED IN A VARIETY OF MODELS

Special Four Equipped With Aluminum Individual Steps

The Dorris is furnished in a variety of open and closed models, including a seven-passenger touring, four-passenger tourist, especially equipped, standard coupe and special custom-built sedan.

The big touring car is upholstered in hand-buffed leather and equipped with Distel wheels and nickel radiator and lamps.

The special four is a standard body equipped with aluminum individual steps in place of running boards, has Distel wheels with a spare wheel carried on either side, a trunk rack in the rear and nickel-plated guard rails to protect the body.

EARL IN FOUR BODY TYPES

New Car Has Several Distinctive Features

The new Earl car, represented here by Earl Philadelphia Motor Company, 235 North Broad street, is one of the new cars of the year making its first Automobile Show appearance this year. It comes in four body types—roadster, touring, sedan and brougham—all mounted on one chassis of 112-inch wheelbase. The bodies are all of attractive design and embody several distinctive features generally found on cars of higher price.

LAFFAYETTE SHOWN IN SIX BODY TYPES

All Erected on One Chassis of 132-Inch Base

The Lafayette erects all body types on one chassis with 132-inch wheelbase, the bodies including touring, torpedo, roadster, coupe, sedan and limousine, the extreme dimensions being 16 feet, width 68 inches in all bodies and height 74 1/2 to 78 inches.

The bodies are regarded as about the last word in design, beauty and finish, the open cars being upholstered in high-grade hand-buffed leather in plaits over Marshall springs, even in auxiliary chairs.

The engine is eight cylinder, V shape, developing more than 100 horsepower. The cylinders are 3 1/4-inch bore by 5 1/2-inch stroke, cast in blocks of four, cylinder heads being removable. A five-bearing crankshaft 2 1/4 inches in diameter is used.

CHASSIS LUBRICATION FEATURES SAXON-DUPLEX

Romon System Eliminates Oil and Grease Cups

The Saxon-Duplex appears with a complete line of open and closed bodies on one - sized chassis with 112-inch wheelbase. The body types include the Blackstone, a classy open style; a road-

ster; five-passenger touring, a sedan and coupe.

The manufacturers lay special stress on the strength of the car throughout, including the frame and cross members, yet without unusual weight.

One of the distinctive features that made such a hit a year ago when first introduced is the Romon system of chassis lubrication, claimed to be standard on no other car. This system eliminates all oil and grease cups and permits the lubrication of the entire chassis in five seconds by the operation of a small lever in the floor, without leaving the seat or soiling the hands.

The motor is the overhead valve four-cylinder type, 3 1/2-inch bore and 5-inch stroke, thirty - five horsepower actual brake test. Some units include Stromberg carburetor, Stewart-Warner vacuum system, Wagner ignition, starting and lighting systems, etc.

ANNOUNCING NEW SERIES Chalmers Six \$1295

The first product of the new Chalmers organization—the new series Chalmers Six—embodies, we believe, a greater advance than ever before registered in those splendid qualities which distinguish the six as a type.

Until a man has had the thrill of driving it, he has not realized the six possibilities which a solid year of engineering has brought forth in this fine car.

All Models Equipped with Disc Steel Wheels and Cord Tires

Complete Line Exhibited at the Automobile Show—Space 28

Exceedingly Attractive Time Payment Plan

MAXWELL-CHALMERS SALES CORP.

216 N. Broad St., Philadelphia

SPRUCE 061

Image of a Chalmers Six car

The CHALMERS SIX

Image of a Chalmers Six car

ANNOUNCEMENT

Opening Jan. 20th

Image of a car

PHILADELPHIA'S GREATEST Used Car Sale

Come in and Look and Be Convinced of These Extraordinary Values

1918 Buick Roadster \$450.00

1918 National Chummy Roadster 350.00

1918 National 7-Passenger Touring 350.00

1920 National 4-Passenger Phaeton 750.00

1921 National 7-Passenger Touring 900.00

1921 National 7-Passenger (Demonstrator), National Factory Guarantee Good as New 1350.00

Late Model National SEDAN, A-1 condition 1600.00

National Motor Car & Vehicle Corporation

Philadelphia Branch

675 N. Broad Street, Philadelphia, Pa.

Image of a car

ANDERSON COACHBILT SIX

1922 Models

\$1650 to \$2550

F. O. B. Factory

Image of an Anderson Coachbilt Six car

Automobile Show Space 63

ANDERSON Coachwork was famous in your granddad's day—in fact, for five generations the Anderson name has meant the highest expression of the coach builder's art.

Anderson now means motor car excellence—the Anderson Coachbilt Six. Its mechanical perfections such as Continental Red Seal Motor, Borg & Beck 10-inch Clutch, etc., are fairly overshadowed by the excellence of its coachwork.

We invite you to view the closed models now on our floor. You will appreciate the graceful lines, the superb finish and beautiful colorings. Above all else, though, the prices will surprise you.

HENRY H. STEACY CO.

BELL PHONE 6311

723 North Broad Street

Territory Open for Good Live Dealers

Image of an Anderson Coachbilt Six car

Manufactured by ANDERSON MOTOR COMPANY, Rock Hill, S. C.

See the Used Car Show at the Broadway Auto Exchange

Open Evenings During Automobile Show Week!

A Show by Itself—Tremendous Display Rooms!

A good machine at the very lowest price

that's what you assure yourself by selecting the automobile you need from the biggest assortment of Used Cars in the United States!

On your own terms (within reason)—Popular cars on a payment plan certain to please any purse. Assure Yourself Auto Satisfaction.

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Opposite Baldwin's Locksmith Works

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COUPE

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ROADSTER

Image of a car

SEDAN

Image of a car

STEARN'S

KNIGHT

GREATEST MOTOR CAR VALUE

STEARN'S NOW THE LOWEST-PRICE QUALITY CAR!

Five-Passenger

F. O. B. Factory \$2250 With Cord Tires

Effective January 16, 1922

THE price was advanced only once during the war. This is now all taken off and more, too, considering the added quality and improvements that we have put on since that time.

We are not burdened with high financing, etc., and our extremely low overhead, and manufacturing methods permit us to furnish this unequalled value.

5-Passenger \$2250

3-Passenger 2250

4-Passenger 2275

7-Passenger 2450

Coupe 3150

Coupe Brougham and Sedan 3450

Limousine, Town Car and Landaulet Brougham 4150

A record of dependability covering TWENTY-FIVE YEARS not paralleled by any. BUILT ENTIRELY WITHIN OUR OWN FACTORY.

Stearns is the pioneer manufacturer of Knight type motors in this country and has always led in high-grade motorcar design and construction. Stearns is truly the ULTIMATE CAR.

The F. B. Stearns Co. Cleveland, Ohio

SCOTT MOTOR COMPANY, Inc. PHILADELPHIA

DISTRIBUTOR

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Image of a Stearns Knight car